

the Colonia and Pilgrim in weather work. They pointed higher, but the Colonia maintained her reputation as a footer.

The Colonia and the Pilgrim made a short board inshore, toward the Highlands, and held it for a while. The Jubilee and Vigilant came to each other, tacking, keeping the starboard tack. The Colonia and Pilgrim came about, and then the Harroshoff keel came sweeping down on the Vigilant, passing within a few hundred feet to windward of her. The fear of being becalmed sent the Vigilant's multitudinous crew to the lee rails to weight her down so her sails might not shiver and split the precious wind. To the uninitiated it looked as if the Colonia were going to make short work of the bronze contrabander.

The subsequent proceedings showed this view to be erroneous. To observers who were on a line with the Vigilant's keel after the Colonia weathered her, it was noticed that the Colonia began falling to leeward.

The Vigilant was at her old trick of carving her way into the wind. It could be readily seen that what the Colonia gained in footing the bronze racer more than made up in pointing. Luff as she might, the Colonia could not keep the weather bulge on the Vigilant. It

seem became apparent that the fight would be between the Vigilant and the Jubilee. As the Colonia bore down on the Jubilee, somewhat to leeward, Gen. Paine showed the Colonia's skipper a down-fact trick, which probably made him feel a trifle demoralized. He luffed up as if he were going to cross the bow of the Colonia. He did not, however. He merely took another grip on the wind, putting the Colonia several hundred yards on his lee quarter. The Colonia pointed higher, all her head sails a-tremble, and the General repeated his little performance, widening the windward gap between his own boat and the Colonia.

At this point in the race it looked as if the Pilgrim was not in it, but she was further to windward than the accompanying experts on the steamers suspected. The board which she had made toward the Jersey shore had helped her considerably. It looked when the waters were within half a mile of the first mark that the Jubilee would turn a minute or so before the Vigilant.

The Jubilee's skipper evidently miscalculated the swell at which the bronze yacht was going for the mark. He went on the port tack, apparently thinking that he would be able to weather the Vigilant. He was mistaken. The Vigilant, still on the starboard tack, with the right of way, would have come into collision with the Jubilee if the Boston boat had not heeled her course. She was forced to go about and make another tack to reach the mark. The Vigilant crossed her bow and tacked around the mark.

Half a hundred whistles shrieked applause, and the siren on the lofty, square-rigged Vanderbilt steam yacht Valiant wailed weirdly. Vanderbilt's epinastor pole pointed at the mark like the lance of a knight of old in a tournament, and then dropped. Twenty seconds later her enormous sail bellied to the wind, and the splendid contrabander bounded homeward before an eight-knot breeze. The Jubilee undoubtedly lost many seconds in her vain effort to weather the Vigilant just before she turned the mark.

She was not as ably handled as the bronze yacht. Her epinastor did not blossom out until forty seconds after she squared away for home. The talent on the Pilgrim seemed to

be quite as good as that on the bronze boat, for cloud-like epinastor burst smokily forth twenty seconds after she was timed as turning round. The Colonia, which was the last yacht around the red flag, gybed her boom to starboard and consumed much valuable time in setting her epinastor to port. There seemed to be an impression abroad of her that the wind would shift and enable her great sail to tuck about the stern, while the other yachts, which set to starboard. The event showed otherwise.

The run home was picturesque, but not eventful. The yachts had all their light sails, including bulging balloon jibtopsails, drawing in at the water's worth. There was an unusually large number of water-skippers, propellers, and sailing craft leading, following, and accompanying the racers. Fortunately, all kept at such a distance that none of the yachts were bothered by a wash or swell. There was nothing exciting in a run before the wind. Silence abated the yachts was almost oppressive.

All hands were gathered on the after decks, acting as ballast to keep the head of the yachts well up. It was merely a question of holding on to all the canvas that could be set to advantage, and letting the wind do the rest. The helmsman had to keep to the course on the curving canvas, and by sundry touches of the wheel held the speeder well before the breeze.

There was also some trimming and easing of sheets and furling of halyards, but the work required the services of very few men, and for the most part, there seemed to be nothing at all going on aboard the slippers, phantom-suggestive racers. No one, probably not even excepting those most interested aboard the racers, could tell which yacht was making the best time toward the dark-dab lightship. It was not difficult for even the slow steam craft in the fleet to track the finish line before the struggling sailboats.

A splendid assemblage of pleasure and commercial craft was there. There were the steam yachts Shearwater, Viking, Isis, Senator, Valiant, Itana, Onondaga, Randa, Conqueror, Yampone, White Lady, Charlotte, Folsen, and the "Ginger." There were also the Grant, the de-la-Beche, Gen. Slocum, Cygnus,

Taurus, Cephus, and the big propeller Al Foster. The Gen. Slocum's paddle-wheel towed the racers was nearly submerged under the weight of three tiers of enthusiasts who gathered at the rail.

There were many sailing yachts also, including the slow gunboat, the schooner Alert, which was in tow, the sloops Eclipse and Concord, and half a hundred little craft propelled both by steam and sail. When the Vigilant was within a quarter of a mile of the finish this great fleet had gathered about the lightship and Commodore Moran's steam yacht May. It was then plain to everybody that the Vigilant was a very easy winner. She bounded in almost noiselessly, turning up from her convex bows twin wings of foam. She received a royal salute.

Seldom at the finish of a trial race has so much vapor been expended and so much powder burned to celebrate the achievement of the victorious yacht. Heard above the din of whistles and the booming of guns were the unceasing shrieks of the steam sirens on the May and the Valiant.

It was not only vapor and gunpowder that gave greeting to the Vigilant, but the stentorian voices of a throng of folks with nautical inclinations. In response to the cheers that

plumpled the thunderous salute, the men on the Vigilant gathered aft and hurrahed with evident fervor as they waved their hats three times around their heads. The other yachts were not so noisily greeted, as some of the attending fleet started for home following the victor. That is a habit peculiar not only to steam craft.

There were noticed on the Vigilant Mr. C. Oliver Iselin, W. Butler Duncan, O. H. P. Belmont, Herbert Lee, Newbury Thorne, and Ed Willard. Capt. Hanson and Capt. Terry took turns at the wheel, but during most of the race the Commodore's helmsman, Hank Haft, assisted by Capt. Rhodes of the schooner Alaska, and Capt. Berry of the sloop Wasp, had charge of the Colonia. Archibald Rogers, one of her syndicate of owners, was aboard of her.

On the Jubilee there were Gen. Paine, his son John B., for whom the yacht was built, Dr. John Bryant, George H. Richards, and Woods. The professional talent aboard was made up of Capt. John Barr, Capt. Charles Barr, and Capt. Newcomb of the schooner Fortuna. Capt. Ed Shirlock was at the wheel of the Pilgrim, aboard which were George and Charles Adams, George Stuart, R. S. Palmer, and W. Abbott.

Gov. Russell of Massachusetts, with his wife, saw the race from Mr. Benedict's white steam yacht Onondaga. He bowed in democratic fashion to hosts of friends on yachts accompanying the racers.

The Regatta Committee evidently thought it would be a good idea to start the yachts on time yesterday, and with that end in view the day came dawning out past Sandy Hook shortly before 10 o'clock flying the color flag. T on the forecast, which meant that the yachts would sail over a triangular course, while the white flag, one with a red cross and the other with a crimson ball in the center, fluttered from the main, showing that the race was to be of the Southern Lightship, the same as in Thursday's race.

All of the cup defenders, either in tow or under easy working canvas, were impatiently awaiting the May's arrival. The skipper of the Onondaga, Mr. Paine, in the meantime, directed the signals or thought that the Southern Lightship would be the better place to start from, as he started away under way of a tug for the outer lightship. One of the Southern Lightship's steam trawlers was dispatched after her, and she was brought back again on the same tack, after making what is known as a half a bow.

A moment later she repeated the operation with almost similar results. The Vigilant, however, did not need any such persuasion to keep her to windward, and it looked for the first time as though she was gaining.

The Pilgrim, which was well to windward though she took in her sails at 12:30, and immediately substituted a larger sail, was also well to windward and it looked for the first time as though she was gaining.

The Jubilee and Colonia were ahead, and it seemed doubtful to doughnuts that the Paine boat could catch them. The Paine boat, however, held the best positions and were coming up fast, the latter with slightly better position.

The wind in the mean time had shifted more to the southward and at 12:40 was almost due south, which favored the boats a little. A light breeze came from the south, and the Jubilee and Colonia were a good deal ahead of the Paine boat. The Paine boat, however, held the best positions and were coming up fast, the latter with slightly better position.

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At 11:30 A. M. the preparatory gun announced that the starting signal would be fired in ten minutes, while at the same time the tug Edgar F. Luckenbach, with her tender, Nick Olson on board, started out on the log of the race.

All were ordered to work for a good windward position. There was not very much life in the breeze, and the conditions were supposed to favor the Jubilee and the Colonia, and all were on them as the Paine boat came about, and the Jubilee and Colonia were a good deal ahead of the Paine boat. The Paine boat, however, held the best positions and were coming up fast, the latter with slightly better position.

The wind in the mean time had shifted more to the southward and at 12:40 was almost due south, which favored the boats a little. A light breeze came from the south, and the Jubilee and Colonia were a good deal ahead of the Paine boat. The Paine boat, however, held the best positions and were coming up fast, the latter with slightly better position.

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